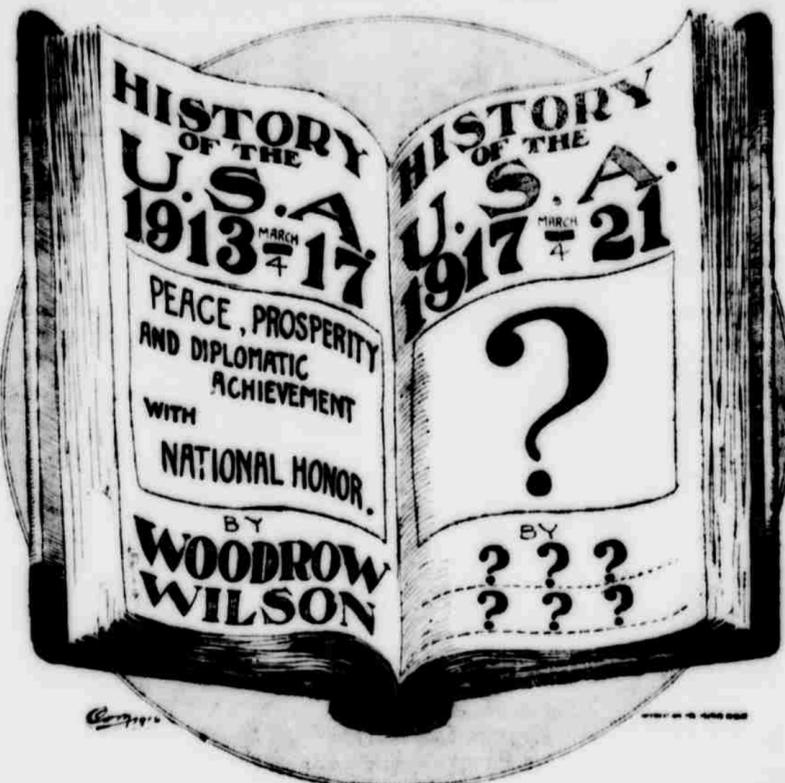


"WHY CHANGE AUTHORS?"



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THE CAR SHORTAGE.

Complaints from all over the country indicate that the railroads are facing what probably is the greatest car shortage in their history and experts who are wrestling with the problem are largely at sea as to how the situation is to be relieved.
The European war and its demands upon the industries of the United States has placed the roads in a peculiar condition. Not only have they been swamped with more business than their facilities would enable them to handle, but when they went to the locomotive and car factories for the purpose of placing orders for new equipment they were confronted with the situation there that many of these factories had turned their attention, in part at least, to making munitions and other war supplies for Europe, consequently were not in a position to guarantee anything in the way of speedy delivery of such equipment that might be ordered.

Furthermore, roads operating in the west, at least, have for almost a year past had a larger volume of freight than would otherwise have been the case had the Panama canal been open to traffic all the time. But owing to the numerous slides there, blocking the channel, the railroads have been compelled to handle a load of business that otherwise should have been handled by water.

A car shortage, though is something that recurs periodically, war or no war. During the past year it has reached a more acute stage than ever before because of the war, but all shippers can remember times in the past, yearly occurrences, in fact, when the same cry has been raised.

An investigation made in Nebraska a few days ago led to the conclusion that an increase in the demurrage rate would relieve conditions somewhat. Perhaps there is more or less truth in this. Shippers at present are not disposed to handle the work of unloading as rapidly as possible, preferring to use cars for temporary warehouse purposes and pay the nominal charge therefor in the way of demurrage, rather than employ a little extra help to facilitate the work of unloading, or go to the expense of increasing their own bins or warehouses in order that the shipments may be promptly taken care of when they arrive.

The railroads are not altogether blameless in the matter. They have of recent years gone to some extent in other words, a train must have a certain number of tons, or somewhere in that neighborhood, before it will be ordered out of a terminal. The result is that frequently cars will stand around terminals anywhere from six to twenty-four hours waiting for a sufficient accumulation of tonnage to start a train out. This, of course, generally applies to unimportant freight, although their so-called fast freights are sometimes held at terminals from four to eight hours waiting, in the language of the railroad men, for "fills." Then, after the trains get under way, they are loaded so heavily that in many cases they are compelled to creep along at a snail's pace.

If the railroads were to slacken up on their tonnage rules a little and not be so anxious to have every engine gine loaded to its capacity, considerable of the trouble in connection with the car shortage would be removed.

DE BACA'S LABOR RECORD.

The Republican state central committee, perhaps being hard pressed for a supply of mud to sling during the closing hours of the campaign, has addressed letters to union labor organizations throughout the state declaring that Hon. E. C. de Baca, Democratic candidate for governor, is "unfair" to organized labor. The Republicans make this charge on the ground that "La Voz del Pueblo," a Spanish newspaper published in Las Vegas and in which Mr. de Baca owns a minority interest, employs non-union labor.
This charge of the Republicans is refuted by Mr. de Baca in the following plain, straightforward statement: "To the voters of New Mexico.
Artfully and underhandedly, as is ever the practice of men who have no regard for truth and fair play, certain of my political opponents, as I have been reliably informed, are circulating the false report that I am an enemy of organized labor and pretend to prove their false statements to the

fact that 'La Voz del Pueblo' does not carry at its head the union label.
These detractors, so willing to criticize me, forget to say to union men that my opponent, Mr. Bursum, is not a union man, nor does he carry the union label at the head of the newspaper 'El Herald' reputed to be his own; nor do such Republican papers as 'El Hispano-Americano,' of Dozon; 'La Estrella' of Las Cruces; 'La Revista de Tasa,' the 'Santa Rosa Sun,' 'El Combate,' or 'Wagon Wheel,' 'La Bandera Americana,' the personal organ of Mr. Hubbell and owned by him; 'El Fenix,' of Clayton; 'El Nuevo Estado' of Tierra Amarilla; 'La Cometa,' of Hobbs, and conspicuous among all, 'El Independiente' of Las Vegas, the personal organ of Secundino Romero, and as I am reliably informed, the 'New Mexico State Record' which is the state newspaper of the Republican party.

Here are the personal organs of the candidates for governor and United States senator, which not only have the union label but are non-union publications, and yet only 'La Voz del Pueblo,' a paper in which I have only a small interest and whose control and policy are not in my hands, is criticized and an effort is made to bias and prejudice the union men against me. The efforts of my political opponents in this regard clearly show how unfair and unjust their attack is. Those who know me will testify to the friendship of 'La Voz' and myself towards the laboring men, while it is a notorious fact that Mr. Bursum has ever been the constant representative and servant of the special interests and antagonistic to labor, as is shown by his connection with the passage of the impolitic Hawkins law, a law so much against the interests of the laboring men that it was annulled by the congress of the United States.

'La Voz' was the first among the independent newspapers of New Mexico to establish in its business the 8-hour day and has always advocated the cause of labor. It has always enjoyed the good will and high esteem of laboring men because it has been the champion of their cause and has paid good and prompt wages to its employees.

WHICH?

Take your choice.
Hughes and four years of agitation, conflict with congress and doubt in business and industry.
Or Wilson and four years of development along lines now defined, of cooperation with congress, of certainty in business and industry as to governmental policies.

The one means probable loss of our prosperity. The other contains good assurance of continuing and increasing prosperity.
President Wilson is entitled to reelection, he has earned reward by good service rendered. Hughes is not entitled to election; he has not shown either why Wilson should be put out or why he should be put in. Hughes has not even made a good candidate; Wilson has made a good president.

PUT DEMOCRATS IN CONGRESS.

Every man who votes for Woodrow Wilson for president should vote for the Democratic candidates for congress and for the senate in his congressional district and state.
Woodrow Wilson's candidacy today rests upon his record of progressive achievement and his guarantee to complete this record by applying the new progressive laws fairly and efficiently.

AN ATTACK ON JONES.

In the face of certain defeat in a last desperate attempt to stem the overwhelming sentiment against their gang dictated ticket, the Republican organization managers have initiated a vicious personal attack on A. A. Jones, the Democratic candidate for United States senator. During the campaign thus far, the Democrats have consistently refused to enter into a discussion of the private lives of the candidates on the Republican ticket—have refrained from attacking them other than in connection with their political records.

With defeat staring them in the face, the Republicans, in a last gasp attack, have seen fit to undertake a special broadcast throughout the state a series of mean, contemptuous, defamatory lies regarding the life and career of A. A. Jones.
The eleventh-hour attack on Mr. Jones will avail the Republicans nothing, it will prove futile. On the contrary, it will act as a boomerang and make hundreds of votes for Mr. Jones that he otherwise would not get.
The attack on Mr. Jones, vicious and unwarranted as depicted greatly in his home town of Las Vegas, where his intimate friends and neighbors have been quick to resent the slanderous statements made by the Republican campaign managers, and circulated by dark and dishonorable methods, through the medium of the Republican press bureau. Prominent Republicans in Las Vegas, Santa Fe and elsewhere throughout the state, disgusted with the dirty, unscrupulous, dog-in-the-back attack, are now

The Scrap Book

DEMOCRACY

Oh, why should the spirit of mortal be proud.
Why shouldn't we rest our heads on the pillow of the night?
The lowliest man in the mightiest crowd
Is your friend, and my friend and brother.
There isn't much difference 'twixt poor man and rich.
Human beings were made for love's labor.
And the poor, lowly fellow that's digging the ditch
Is the brother of his richer neighbor.
And the fellow that carries a patch on his pants,
And wears nails to hold up his breeches,
Would be just the same if he had the same chance.
As the fellow who's got all the riches.

And if 'Christ were to walk on the earth once again,
The man whom we all love so holy,
If he were to mix with our own fellowmen,
He'd stick to the poor and lowly.
So let us remember when passing along,
That we must all help one another,
And the lowliest fellow in all the great throng
Is your friend, and my friend and brother.
—James F. Moore, Moultrie, Ga.

TRADING IN HUMAN HAIR

Gradually changing styles in hair-dressing in the United States and Europe have dealt a death-blow to the trade in human hair in Hong Kong, China. In 1910 this trade reached its highest peak, the United States alone buying such hair to the value of \$495,127 direct, in addition to a large amount which went by way of Europe. The occupation of hair in various stages became one of the leading industries of Hong Kong. New York took nearly all the long lengths of hair. This is collected by American Consul General George E. Anderson, at Hong Kong. The demand in Europe was for short lengths, stubs, combs and wigs. With the advent of the war this European demand has fallen away and the changing styles in the United States have cut down the demand from New York.—Thomas F. Hogan in Leslie's.

PEOPLE EAT MORE ON A CLOUDY DAY

Watch what you eat the next time it rains or snows. Perhaps you think the weather takes away your appetite. It doesn't. It makes you eat more. The November American Magazine explains what weather does to the restaurant business. The writer says:
"A study of weather and business has its surprises. For instance, restaurant men know that appetites are not the same on a dark, gloomy day as on a day that is bright and cheerful. Natural enough! The surprising fact is that they eat most of the day that is dark and dismal.

THE POWER OF THE PRESS

In an able column a Chicago critic says that recent criticism of the home waters of the duck-shooting party, by prominent and watchful for the progress of a child into the world, if photographs an unfortunate girl and

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